

 *Lockheed Corporation*

Burbank, California 91520

C. L. Johnson
Senior Advisor

17 March 1982

Col. William Lawson
Headquarters USAF/RDPJ
Room 5D, 156
Pentagon
Washington, D.C. 20330

Subject: Delivery of U-2 serial #347 to
Smithsonian Institute

Dear Col. Lawson:

We have completed our study here at ADP as to the costs and work required to deliver the U-2A serial #347 from California to the Smithsonian Institute.

Our general plan involves the use of 3 trucks to hold the aircraft and one J-57 engine from Palmdale to Washington D.C. The cost for this project is between \$45,000 and \$50,000. This cost does not include any profit or overhead. Lockheed and Pratt & Whitney will split the costs involved with each company putting up as much as \$25,000 to deliver the aircraft and one J-57 engine.

We would conduct the following jobs which include:

1. Repaint with camouflage grey paint and replace appropriate markings.
2. Prepare the aircraft for shipment removing all Pyrotechnics and avionics but not removing anything from the cockpit. The parts removed would be turned into the Air Force for use as spare parts.
3. We would drain the fuel, oil, hydraulic and oxygen systems prior to shipment. Three large trucks are required which we would contract with a local transportation firm.

4. We would have to borrow from NASA at Ames certain shipping equipment which was used before to transport a U-2 to the Air Museum at Wright Field. Our costs include returning all borrowed equipment to NASA at Ames when the trucks return.
5. Lockheed would furnish one supervisor to instruct a crew from the Smithsonian Museum to unload and reassemble the aircraft in Washington.
6. We would remove and turn into the Air Force the following components:

Autopilot & AHRS Components

2 Gyro platform P/N 139100-1
3 Rate Gyros w/mount 1798035-2
Compass Adapter 141058-01
Fault Monitor 425154-02
Trim Servo Control 133736-01
Pitch Synchronizer w/mount 431336-07
Power Supply 138213-01 or 142425-01
Auto Pilot Computer 424900-04

Avionics

H.F. Transmitter - Radio Room

IFF T/R -
ADF Recv. -
TACAN Recv. - Use for Spares on
UHF Recv. - Other "C" Models
ILS Recv. -

Q/Bay Ballast

7. We would remove the slipper tanks on the wing and would not send a jet engine tail pipe.
8. We would deliver the J-57 engine serial #P610424.
9. We will provide the Smithsonian with various pictures for display and a movie on the U-2, should they desire it.

We have assumed that the Air Force would bear the risk of shipping after we have loaded the trucks. We are asking the transportation company for how much their liability insurance would cover should the shipment be damaged on any of the 3 trucks.

We have not set a firm date on when the convoy would arrive in Washington. It will take us several weeks after obtaining your approval to proceed with the program.

Via copy of this letter, I am asking Mr. Jim Cunningham to get us information from the Smithsonian as to the desirable date of arrival and any other problems which might develop when the airplane is unloaded and re-assembled.

I wish to be sure that it is understood that we will not leave any ground handling equipment such as engine stands or wing dollies after the delivery of the aircraft and engine to Washington.

Sincerely,

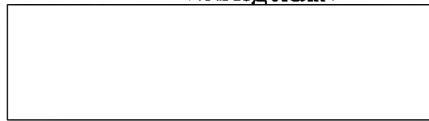


Clarence L. Johnson

cc: 

STAT

James Cunningham 



STAT